HATTI STATE OF THE STATE OF

FEATURE WAS A SALE OF 1,699 CITY BANK SHARES.

Rumor Says, a Forced Sale-Money Extremely Tight and a Pressure to Liquidate Manifest All Day in the Stock Market-High and Low Prices of 1902.

The feature of the heavy liquidation in stocks in Wall Street yesterday was the sale on the exchange of 1,699 shares of the stock of the National City Bank at a price of 290. Talbot J. Taylor & Co. sold the largest amount of the stock and A. A. Housman & Co. some of it. Henry Block & Co. bought it all.

The sale of so large a block of bank stock, representing in monetary value more than \$500,000, was a good deal of a mystery to Wall Street. There were, naturally, a lot of rumors, purporting to tell the reasons for the sale. At the office of Tal-bot J. Taylor & Co. a representative of that firm said:

"We found a market to-day for a lot of City Bank stock held by a customer of ours and we sold it. It was not sold because of the calling of a loan."

It was admitted that the amount of stock sold by the firm was more than 500 shares. A representative of Housman & Co. said that they had sold 250 shares in all for a customer, who had bought in the market other stocks to replace them.

other stocks to replace them.

The reference to the calling of a loan related to a report that had circulated on the floor of the Stock Exchange that the sale of the City Bank stock had been part of the liquidation of certain stocks forming the collateral in a \$5,000,000 (or \$500,000). the collateral in a \$5,000,000 for \$500,000 call loan, the payment of which had been insisted upon. According to the floor report, other stocks in this loan had also been sold out, playing an important part in the heavy liquidation of stocks during

quarters that should be accurately In quarters that should be accurately informed, the suggestion was made yesterday afternoon that the sale of the stock might have been for the ac ount of a man who had recently become prominent as a buyer of bank stocks. A representative of this man, ho ever, denied positively that the stock had been sold for his account. At any rate, it was believed in Wall Street that the buyers of the stock had been rich interests connected with the National City Bank.

Bank.

Money both on time and on call was very stringent yesterday, and the tightness was accompanied by evidences that there had been a good deal of shifting of call loans in the course of the day. Money on call loaned on the New York Stock Exchange as high as 9 per cent. this being the final rate. The bulk of the loans were made at 6 per cent. Something over \$1,000,000 was loaned at 9 per cent, just before the close of business. The only considerable supply of accommodation on time came in the form of finance bills furnished by foreign banking houses. This accommodation, put out for 90 days, figured out an interest rate of something like 8% per cent. There was practically no supply of local funds available for local supply for local bractically no supply of local funds available for lending on time, though money brokers nominally quoted 30, 60 and 20-day money at 8 per cent. Six-months money was bid for at 6 per cent. while

offered at 6 per cent.

In the stock market the stringent money conditions were the dominating factor in forcing liquidation throughout the list of securities dealt in. Material declines were made by prominent stocks, the liquidating pressure being evident all day, though there were small rallies, one of them coming just at the close.

An idea of the extent of the declines in the prices of stocks from the highest figures.

the prices of stocks from the highest figures reached this year is given by the following table, which shows the top prices of the year (most of them, in the case of railroad shares, touched early in September) and the lowest prices yesterday, together with the net declines. he net declines:

Con. Gas. Del. & Hud. Del. L. & W reat Northern pf. III. Cent Lou & Nash... Manhattan Met. St. Ry Mo. Pacific N. V. Central Penn. R.R Peo. Gas Reading St. L. & S. F. id pf South Pac. South Ry. Co. S. Steel pf

Payments on account of custom duties into the United States Sub-Treasury yesterday amounted to \$542,491. One of the concerns which will ship \$500,000 apiece to Argentina on the steamship Soldier Prince, sailing to-day, withdrew the amount of its consignment from the Sub-Treasury yester-day. The other lot of \$500,000 is expected to be taken out this morning. Indications so far as the movement of cash is concerned point to another unfavorable bank state-

was said in Wall Street yesterday that the members of some syndicates who sub-scribed on a fairly safe assumption that their subscription would not be called up have been confronted by unexpected demands for payments at an unexpected time. The result is that in order to make good it see payments liquidation of other accounts has been necessary. Another feature of the

b on necessary. Another feature of the money situation is that merchants are having con-iterable difficulty in selling their commercial paper at satisfactory rates. In most cases the banks demand 6 per cent for first-class names and 6% to 7 per cent for names not so well known. The transactions in commercial paper in the last four weeks have amounted to practically nothing in this market, the only buyers, in fact, being out-of-town banking institutions.

The sterling exchange market was steady vesterday with demand bils closing at \$4.8720 to \$1.8725. In line with the endeavor of corporation

interests to have their danuary interest and dividend payments disturb the money market as little as rossible, the Chicago, Rock Island and Pacific Railway Company has notified holders of the 6 per cent, first terests to have their January interest and has notified holders of the 6 per cent. first mortgage bonds of the Chicago, Rock Island and Pacific Railroad Company and the 'per-cent, general mortgage bonds of the Rock Island Railway Company that the interest due on Jan. 1 will be paid on and after Dec. 22, thus anticipating payments by more than one week.

TREASURY TO DO NOTHING. Holds That the Government Has No Concern in the Present Stringency.

WASHINGTON, Dec. 11 .- Secretary Shaw is not inclined to undertake any measures of relief for the money situation in New York, and he will do nothing unless he changes his present attitude. This, it may be said authoritatively, is not likely to occur. Mr. Shaw declined to-day to enter into a discussion of the situation, but Treasury Department believes that the con- on the decline. dition of monetary affairs in New York is of no legi imate concern to the Government. As one of the Treasury officials expressed it to-day, the Treasury is "eliminated" as a factor in the present situation, and nothing need be expected from the

\$12,000,000 STOCK DECLINE.

Heavy Break in Consolidated Lake Superior Shares-Steel Mills Shut Down. PHILADELPHIA, Dec. 11 .- A severe break occurred in the Philadelphia stock market to-day. Two issues of Consolidated Lake

HEAVY LIQUIDATION IN STOCKS | 9%, and the preferred breaking 18% points, from 68% to 50.

There are 784,277 shares of the commo stock, par \$100, and the decline of \$10.75 a share means a loss of \$7,893,477 in the market value. There are 264,445 shares of the preferred stock and the decline of \$18.25 a share for this issue means a loss of \$4,826,-121. In the two issues, therefore, there was a shrinkage in market value in one day amounting to the large sum of \$12,719,598.

As to the causes of the remarkable break there were conflicting reports. A despatch from Sault Ste. Marie, where the steel rail mill is situated, announces that the mill had been shut down for lack of orders.

The directors of the company said tonight that they had no knowledge of the closing of the steel mills. So far as a temporary closing of the mills is concerned, Mr. Clergue, as president of the operating company, has authority to act without consultation, and the belief was that he had exercised this discretion for a temporary shut down. The street also had it that the banks and trust companies were calling loans secured by the consolidated stock issues, which threw some shares on the market

The directors held a stormy meeting lasting for hours in their office to-night No statement was given out.

GOSSIP OF WALL STREET.

The heavy selling of National City Bank stock, practically all of it for one account, gave rise to much mental speculation as to the causes that led up to the liquidation. gentleman who knows a great deal about inside banking matters said: "Some young men, for reasons that afterward became apparent, went into the market and bought certain bank stocks and then because they were stockholders they sought at different times to exact financial favors from those forthcoming these young men, I believe, became impertinent. I guess they have liquidated their bank stocks. I guess one of them liquidated his National City Bank stock to-day, and bankers generally. I find. think it's a good thing these young men have been induced to get out." Old observers thought the National City Bank stock sold yesterday was "wanted." The buying was said to be by interests associated with the bank. It was considered significant that the liquidation of such a large block of the stock was attended with no concession

A great deal of talk was heard about the alling of important loans-syndicate loans. they were, according to the lights of the room. On this account large amounts of various stocks were said to have been thrown on the market. Definite information about these transactions was not obtainable in any responsible quarter, but the tape seemed any responsible quarter, but the tape seemed to corroborate the current talk. Besides a lot of miscellaneous liquidation by commission houses, there was heavy selling of such blocks of stock as could hardly have been lose. I and payment was defaulted. The estate of Mrs. Hotchkiss owns some of the corroborate that the company's outstanding bonds of \$62,000, plus the interest on the last coupons, matured on Dec. 1 and payment was defaulted. The estate of Mrs. Hotchkiss owns some of been supposed that commission houses were this was not true before it is believed to be true now. Houses whose customers trade on margins of from 5 to 10 per cent, were urgent sellers in yesterday's market.

Notwithstanding the higher range of call money rates and the general apprehension about time money a great deal of money was loaned vesterday on desirable collateral to borrowers of cood credit. The head of a large commission house said yesterday that find it reasonably easy to get accommoda-tions. His house, he said, had been able to borrow six-months' money at 6 per cent. on in which the proportion of "industrials" ranged all the way from 25 to 40 money loaned vesterday at 6 per cent., and money for shorter periods and even on call loaned in many instances below the prevalling market rates. Concessions were made to desirable borrowers.

The contesting interests in Hocking Coal and Iron say the situation is unchanged. Negotiations have not been dropped President Ziegler is now in Columbus, Onio, where matters are expected to come to a final issue early next week. The chances for an amicable settlement of the contest are said to be Much bearish comment is being passed

ipon Smelter stocks, particularly the non stock. Traders have been afraid to sell t short because the interests responsible for it in the market are understood to have threatened to make it uncomfortable for one who does. The stock is narrowly held

by a few large houses. They supported i well in yesterday's trading. In the loan crowd last night there was :

more active borrowing demand for stocks than at any previous time in several weeks Pacific, Missouri Pacific, Louisville and Nashville, and So en There was a much better temand, however, for the general run of active stocks, from which it was inferred that the short interest in the market had increased materially. Pittsburg interests are reported to have

been selling United States Steel shares. Just at the close of the market vesterday Hollins and Jurgensen were heavy sellers of the common stock. H. B. Hollins & Co have beer selling it on a large scale for several weeks. Both the common and preferred touched new low-price records, barring the quotations that were seen in the panic of May 9, 1991. The Steel shares, indeed, appeared to be under special pressure, although no satisfactory explanation for it was forthcoming. Some of yesterday's selling was thought to be speculative. Caster & Knapp were also heavy sellers yesterday. This is another house that has been persistently bearish for

Some bond houses reported a more active demand for bonds. This, they thought, was somet ing different from the customary December investment inquiry by persons who habitually anticipated dividend and interest receipts. One explanation was that investors had been liquidating stocks and were seeking bonds to replace them. It is the custom of many people at this time of to buy securities and wait until they get their January interest and dividend money to take them up. The broker car les them meanwhile. This kind of business, from

Sugar was the only active stock that closed at a net price gain-one-quarter of 1 per cent. It showed at one time a maximum decline of nearly two points. Its comparative strength was attributed by the terest. Besides Sugar only four Clearing House stocks closed at net price gains. They were Allis-Chalmers preferred, 4: American Ice preferred, 34: American Steel Foundry preferred, 2 points, and Colorado Fuel, 34.

London's 2 o'clock quotations for "Ameriaveraged fractionally higher New York - rity and the foreign houses bought her on balance. Arbitrage traders were said to have sold in London before there is good authority for saying that the the opening of this market, covering here

> A trader who sold 1,000 Southern Railway short around 40 covered it yesterday.

The extreme weakness of the new Rock Island stocks, which made low-record prices, brought out the information from Rock Island sources that the Moore party is not supporting the shares and has not supported them for some time past. The market for them is said to have been left to take care of itself. There is reported to have been some heavy short selling of the common tock as a hedge against long holdings. Several foreign houses are understood to have pooled purchases of a large amount to-day. Two issues of Consolidated Lake
Superior declined tremendously, the common stock sinking 10% points, from 20 to
to learn just what position the pool is in.

FIGHT OVER CONGRESS SPRING

WORDEN-BRACKETT COMBINE AGAINST ELLIS POOL.

To Vote New Bonds to Take Up Those, Payment of Which at Maturity Was Defaulted On, Requires a Vote of Two-thirds of the \$1,000,000 Stock.

The despatch from Saratoga in yesterday's Sun to the effect that the majority holdings of the stock of the Congress Spring Company, which owns the Congress, Empire and Columbian springs and Congress Spring Park at Saratoga, had been sold by Cornelius Sheehan, the venerable president of the company, had especial interest for many of the minority stockholders living in New York, and particularly for Alexander & Green of 120 Broadway, attorneys for some of these stockholders. As soon as they heard the news they telephoned to Saratoga for additional facts and got this statement from Mr. Sheehan:

"I have sold 5,202 shares of the stock of the Congress Spring Company to William W. Worden of Saratoga. I do not care to state the price at which I sold. I understand that, with my holdings, Mr. Worden owns or controls not quite twothirds of the stock. He will be in New fork to-night or in the morning to ne gotiate for the purchase of enough of the

stock to give him two-thirds." When Alexander & Green heard this they communicated with W. H. Ellis of 29 Wall street, who is the commercial agent in this country of Menelik, the Abyssinian King, to find out how he was getting along with a scheme to pool the minority holdings, in order that nobody shall get control of two-thirds of the stock without seeing him. All these manouvres form part of the history to get control of one of the oldest and most valuable mineral spring properties in this country.

The capital stock of the Congress Spring

Company is \$1,000,000, divided into 10,000 shares. The estate of Maria H. Hotchkiss, widow of Benjamin B. Hotchkiss, inventor of the Hotchkiss gun, owns 2,136 shares. Others of Mr. Hotchkiss's heirs own enough more of the stock to make the so-called Hotchkiss holdings 2,874 shares. This stock, with other holdings, shares. This stock, with other holdings, put at the disposal of what is known as the Ellis pool, it was said vesterday, about 3.244 shares of the stock. Mr. Ellis believes that, by this morning, his friends will have secured more than 3.333 shares, so that any one who wants a two-thirds holding will have to buy of the pool.

The fight for the two-thirds interest is caused by the fact that the company's

these bonds and they were presented for payment on the date of maturity. When payment was defaulted, Charles W. Pierpayment was defaulted, Charles W. Pierson, of Alexander & Green, acting for Charles H. and William L. Bissell of Lakeville, Conn., trustees of the Maria Hotch-kiss estate, filed a suit in Saratega county to foreclose the mortgage. This followed an offer to President Sheehan by the Messrs. Bissell of a certified check for \$62,000 to pay the bonds, on condition that Sheehan would transfer to the Bissells enough of his stock to give them two-thirds. The

would transfer to the Bissells enough of his stock to give them two-thirds. The offer was refused.

Under the law, the company having defaulted on the bonds, a new mortgage cannot be executed to take up the old one without the approving vote of two-thirds of the stock. Hence the fight for that control

offered. The reported price paid for the Sheehan holdings is \$75,000.

TO TAKE THE HOCKING VALLEY. Pennsylvania to Absorb It-Lake Shore Gets the Ohio Central.

CLEVELAND, Dec. 11.-The Pennsylvania Railroad is to purchase the Hocking Valley Railroad and the Lake Shore is to get the Ohio Central, which further carries out the apportioning among those interests of the properties east of Chicago and St. Louis and also effectually puts an end to the movement having for its aim the combination of all the soft-coal-carrying roads in Ohio. This information came out this afternoon from a trustworthy source. The absorption of the two small roads is expected shortly after the first of the

Four years ago the Hocking Valley Railroad was reorganized, having been taken out of the hands of a receiver by J. Pierpont Morgan. At that time provision was made in the issue of stock for the purchase of certain holdings of the stock of the Ohio

certain holdings of the stock of the Ohio Central and the Columbus, Sandusky and Hocking. The latter road was sold first but it was thrown back into the hands of the court and a part of it went to the Hocking Valley and the other part to the Pennsylvania lines.

The Ohio Central, however, amalgamated with the Hocking Valley and became practically one system. The intention then was to reach out and take in the Wheeling and Lake Erie, the Cleveland, Loraine an Wheeling, the Cleveland, Terminal at d Valley, and the Ohio Southern. The latter oad went to interests connected with the Seaboard Air Line and the Goulds secures, the Wheeling and Lake Erie.

Now the Hocking Valley is to pass into the control of the Pennsylvaria, which gives

Now the Hocking Valley 1-to pass into the control of the Pennsylvaria, which gives it all told the Hocking Valley, the Columbus, Sandusky and Hocking, and the Cleveland, Loraine and Wheeling, and the Cleveland Terminal and Valley.

This leaves out of the combination the old Ohlo Southern, or the Detroit Southern, as it has come to be known, and the Wheeling and Lake Erie, with an interseting new factor, the Lake Erie, Alliance ard Wheeling, which is owned by the Morris Gurfield which is owned by the Morris-Garfield

DIDN'T EXAMINE ROCKEFELLER. Boston and Montana Suit Goes Over-May Be Heard in Camera.

There was no hearing yesterday in the suit of John Macguinness, a stockholder of the Boston and Montana Consolidated Mining Company, to restrain William G Rockefeller, Henry H. Rogers and Percival J. McIntosh, directors of the Amalgamated Copper Company, from voting the stock of the Boston and Montana, which was transferred to the Amalgamated some time ago. The hearing was set down for 2 o'clock vesterday afternoon at the office of William Klein, referee. Subpænas had been issued for and served on Messrs. Rockefeller, Rogers and McIntosh.

The attorneys in the case were non-

ommittal as to the reason for the adjourn-ment. One reason assigned was the illness of Mr. Rockefeller. At the office of Sher-man & Sterling, attorneys for the Amal-gamated company, it was said that there was nothing in the story of Mr. Rockefeller's illness. It was added that the date to which the hearing adjourned had not been decided definitely, but it was just possible that a hearing behind closed doors might be held

STATE OF AMAZONAS.

Republic of the United States of Brazil. FIVE PER CENT. GOLD BONDS OF 1902, INTEREST PAYABLE IN NEW YORK.

The State of Amazonas has issued its Pive per cent. (5%) Gold Bonds in the aggregate amount of one fillion five hundred thousand pounds (£1,800,000), dated July 1, 1902, redeemable at the rate of one-thir tie in (1-30th) part per annum, for the purpose of refunding its entire State debt and providing funds for public purposes. One-balf (12) of the issue is offered for public subscription, purchasers to have the benefit

of January 1st coupon.

The State of Amazonas is one of the wealthiest States of Brazil, and is nine times larger than New York,

New Jersey. Pennsylvania and Massachusetts combined. It is the source of the purest rubber, its exports of which have increased from 7,492 tons in 1899-'00 to 15,400 tons in 1801-'02. These bonds are exempt from all taxation and all the revenues of the State are especially charged the payment of both principal and interest. Total fixed charges \$655.000, annual revenue of the State, 1901-'02, \$8.842.400 estimated for 1902-'03 about \$4,000,000. Form of Bonds and Bond Agreement approved by the firm of Stetson, Jennings & Russell, and the Bonds certified by the London and Brazilian Bank, Limited.

OFFERS WILL BE RECEIVED UP TO NOON OF DECEMBER 16TH AND SHOULD BE ADDRESSED TO THE UNDERSIGNED AT THE HOLLAND HOUSE, NEW YORK CITY. THE RIGHT IS RESERVED TO REFUSE ANY AND ALL BIDS.

Porfirio Nogueira, Eneas Martins,

WINTER RESORTS.

MEW . FRSEI.

Atlantic City.

HOTEL STRAND

HOTEL DENNIS

Alteaule Ch., c. d.

Open throughout the year.
The Winter route as most delicated at the seashore. THE DENNIS, directly facing the ocean and boardwalk, is liberally appointed and conducted. Hot and coid sea water in private baths WALTER J. BUZBY.

HADDON HALL,

HOTEL AGNEW,

With separate Sina Parlannex ENTIBELY NEW

Whole block - Beach front Hydrotherapeutic Baths, Sea Water Swimmin

SPECIAL. \$2.50 DAILY - WIERLY, \$15 UP.

ATLANTIC CITY N J

NEW HOTEL RUDOLF

MARLBOROUGH HOUSE.

STONE, IRON AND SLATE CONSTRUCTION
Atlantic City's newest and most modern hotel.
Sea water in all baths. Telephones in bed rooms
and many other original features. Fall and winter
trade a specialty. JOSIAH WHITE & SONS.

HOTEL TRAYMORE.

Atlantic City, N. J.

Remains open throughout the year.

Every known coinfort and convenience for Fall and Whiter guests. Traymore Hotel Co.

D. S. WHITE JR. President

MISCELLANDOUS

OCEAN STEAMERS.

SELECT CRUISES

S. S MOLTKE, P. V. L., AUGUSTE VICTORIA.

FROM N. Y., JAN'Y 10 & FEB 7 : 2 28 DAYS.

To Orient \$400 up

FROM N. Y. FEB'Y 3, 1903-77 DAYS

FROM N. Y . MAI CH 12 67 DAYS.

send BOOKLET of trip

HAMBURG-AMERICAN LINE.

Hamburg-American.

Christmas Sailings.

MEDITERRANEAN SERVICE.

S. S. Prinzessin Victoria Luise

FOR MADEIRA, GLORALTAR, GÉNOA HAMBURG-AMERICAN LINE.

NORTH GERMAN LLOYD S. S. CO.

PLYMOUTH, CHERROUTER, BIGNES.
Kronpting Dec 13, 2P, M. Kaiser. Feb 21, 10 A.M.
Katser. Jan. 6, 10 A.M. Kronpring Mar 10, 2 P.M.
Kronpting Feb 10, 2 P.M. Kaiser. Mar 24, 10 A.M.
OK. Riches & Co., 18, 14, 15, 27, 24, 10 A.M.

AMERICAN LINE.

St. Paul. org. 17.10 \ M | Tall | Dec. 1 10 \ M | St. Paul. Jan. 7, 10 A M |

RED STAR LINE.

Pinland, Dec. 1 10 A.M.; Kroonl'd Dec. 27, 10 A.M.; Vaderland Dec. 20, 3A.M.; Zeeland, Jan. 3, 6 A.M.; INTERNATIONAL, NAVIGATION COMPANY, Pleas 14, and 15 A.B.; Only 23, Benedictives

To the Gem
of West Indies

Atlas Line Service.

23-DAY CRUISE WITH STO OVERS, \$125.

Hamburg-American Line, 35-37 B'way, N. Y.

OCEANIC STEAMSHIP CO.

Sails from San Francisco lo Sailo a. New ZEA-LAND and AUSTRALIA Dec. 1s. Jan. 8. and every 21 days; to HONOLULU every 10. days; TAHITI once a mouth. Hound the world. \$402.70. E. F. H. RNITT G. F. a. 177 Hung av. N. N.

WHITE STAR LINE.

NE 1 JOHN - OL ... STOWN - LAVEST JOL ... Oceanic. Dec. 17, 7 a. M. Celtic Dec. 31, 6,30 A. M. Cyn ri. Dec. 24, neon Teutonic ... Jan. 7, noor Pier 48, North River, O. = 9 Broad ... N. Wyri.

CUNARD LINE VIA Queenstewn.

Black Sea The Crimea and Caucasus

West Indies \$125 up

Dorchester Inn Confortable Ian

Summerville, S.C.

250

Special Representatives of the Government of Amazonas.

TROLLEYS FOR THE TRANSVAAL. Incorporation of a Connecticut Company

Incorporation of a Connecticut Company to Do Business Outside the State.

I BID import. Conn., Dec. 11.—Articles of incorporation were filed in the Town Clerk's office here to-day by a corporation with a capital stock of \$3.500,000, to be known as the Netherlands Tramway Company of Bridgeport. The capital stock is divided into \$1.500,000 5 per cent. cumulative preferred stock and the balance in common stock. The certificate of incorporation was also filed with the Secretary of State at Hartford.

The incorporators are Louis B. Grant of Brooklyn N. V. Pickard F. McKington (For particulars, see City Record.)

[Bispant Mark State of Name and Candidate of Man. Bast Twanty Sixth Spielt, Book on the Past Twanty Sixth Spielt, Book on the Commissioner of Public Charities at the above office until 12 clock Man. Mon Day, December 22, 1002 for curnishing all the labor and material required for enclosing eight balconies and extending the rooks on male and female barracks. Almshouse, Black et al. Slaind.

For full particulars see City Record.

SEALED BIDS OR E-TIMATES for removing the two existing piers and conding a new wooden to the stock of the balance of the process of the stock of the stock

Brooklyn, N. Y.; Richard F. McKiniry and Charles T. Lark of New York city. It is understood that the company was organized to secure transway and other franchises in the Transvall and Orange colonies in South Africa. In the certificate of in-corporation the purpose of the company is

"To purchase, acquire, construct, lease, mail tain and operate by steam, electricity or other power railroads and trainways for the power language and trainways for the trai sportation of passengers, mail, express, merchandise or other freight, in any foreign country or in any State or Territory of the United States, except that the corporation shall not construct, maintain or operate a railroad within the State of Connecticut."

GRASS TWINE DIVIDEND. To Be 1-4, Not 1 1-4. by Revised Action of the Directors.

The directors of the American Grass Twine Company have rescinded their action taken on Dec. 8 declaring a quarterly dividend for the last quarter of the year of 1½ per cent., and instead have made the dividend ½ of 1 per cent., making a the dividend of 1 per cent, making a total of 4 per cent, for the year,

C. P. Howland, secretary of the company, said that the directors felt that they were justified in taking this action, as the growth of the business necessitated a larger working capital, also that the action was urged by the holders of a large majority of the stock owing to the present condition of the

cannot be executed to take up the old one without the approving vote of two-thirds of the stock. Hence the fight for that control.

Mr. W. on, who is the Republican State Committee nan from the Saratoga district, is said to be associated in the purchase of the Sheehan stock with Senator Edgar T. Brackett, who is president of the Adirondack Trust Company of Saratoga and the Hon. James L. Scott, secretary of that company. They have, within twenty-four hours, secured the holdings of other stockholders, and it remains to be seen whether they will or will not be forced to do business with the pool.

Mr. Sheehan, it is said, got from Worden better terms for his stock than the Bissells offered. The reported price paid for the and J. F. O'Shaughnessy,

> NEW \$2,000,000 COKE COMPANY It Is Organized to Con pete With the H. C. Frick Company.

SYRACUSE, Dec. 11 .- F. R. Hazard, presilent of the Solvay Process Company, has rganized a company, with a capital stock of \$2,000,000, for manufacturing coke and ther by-products of gas ccal. The Solvay Process Company is new manufacturing toke for itself on a large scale, and has cole ovens in this city and Detroit, while e Senet-Solvay works at Selma, Ala. The new company will compete with the H. C. Frick Coke Company. It is the inention of the company to establish ovenmest of the stock of the new compary will be taken by the heads of departments and morel ers of the Solvan Process Company.

PUBLIC NOTICES.

WANTED FOR U.S. ARMY-Able-bodied unmarried men between ages of 21 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. For information, apply to RECRUITING OFFICER, 25 Third Ave., 705 Sixth Ave., N.Y., or 363 Fulton St., Brooklyn

PROPOSALS.

OFFICE CONSTRUCTING TO ARTERIASISTIC, FORT LEAVENWORTH, KA: SAS, NOV. 26, 1992.—Scaled proposals, in triplicate, will be received nere until 11 o'clock, A. M., Central time, Dec. 13, 1992, and then opened, for furnissing and delivering in good condition, F. O. B., cas at Fort Leavenworta, K. 1888, approximately 620 tons cast from water pipe-161 to 8. 12 inch and 60 tons 10 inch -logether with nitings, valves, lead, oakum, meters, tools, etc., for same, bidders must state in their proposal the time in which they will complete delivery, as time will be an important item in making award. Full information, blank forms of proposal and specifications can also be seen at office of Depot Quartermaster at Chicago, St. Louis and Omaha. United States reserves the right to accept or reject any or all proposals or any part thereof. Envelopes to be Indorsed "Proposals for Iron Pipe, etc., and addressed to Major D. E. McCARTHY, Quartermaster, U. S. Army.

PROPOSALS FOR TRANSPORTATION TO MANILA, P. I.—War Department, Bureau of Insular Affairs, Washington, D. C., Nov. 15, 1902.—Sealed proposals in triplicate will be received here until 12 biclock noon, Dec. 24, and then opened in the presence of attending bidders, for the transportation of freight for the Philippine Government from New York, N. Y., to Manila, P. I. The right is reserved to accept or reject any or all bids or parts thereof. Flat rates are desired for all property shipped, independent of classification. Bids are desired both with and without full maritime insurance. Information and proposal blanks furnished at this office. Envelopes should be marked "Proposal for transportation of freight to Manila," and addressed to COL. CLARENCE R. EDWARDS, Chief of Bureau of Insular Affairs. War Department

SEALED BIDS WILL BE RECEIVED BY THE President of the Borough of Manhattan, at the City Hall, Room, No. 16, until 11 o'clock A. M. on Tuesday, Dec. 16, 1802; re-regulating, regrading, relagging and recurbing Edgecombe avenue, from One Hundred and Forty seventh street to One Hundred and Fifty fourth street; regulating, grading, curbing and flagging One Hundred and Seventy-first street, from Amsterdam avenue to Broadway, also One Hundred and Seventy-first street, from Amsterdam avenue to Broadway, also One Hundred and Seventy-first street, from Amsterdam avenue to Audubon avenue. For full particulars see CITY RECORD. Brough President

PLATTSBURGH BARRACKS, N. Y., Dec. B. 1902.—Sealed proposals for roof and basemen drainage here will be received until 11 A. M. Jan. 9, 1903. Information furnished on application U. S. reserves right to accept or reject any or all proposals. Envelopes containing proposals should be endorsed "Proposals for roof drainage, etc. addressed QUARTERMASTER, Plattsburg. Barracks, N. Y.

FORT MYER, VA.—Sealed proposals, in triplicate, for construction of macadam road will be received until 10 A. M., January 10, 1903. U. S. reserves right to reject or accept any or all bids or any part thereof. Information on application. Envelopes containing bids should be endorsed Proposals for Road," addressed Capt. W. F. CLARK, Q. M. Court of Appeals Calendar.

Albant, Dec. 11.—Court of Appeals calendar for Friday, Dec. 12: Nos. 351, 358, 358, 343 and 357.

W. F. Clark, Q. M.

SPIGINGFIELD ARMORY MASS., Let. 3, 1902.—Sealed proposals for purchase of condemned ord-nance stores will be received here until 2 P. M.

January 2, 1908. For information apply to Lit.-Col. F. H. PHIPPS Ord. Dept.

Delightful Short Trips

For the Tourist

who desires to see the heart of the cturesque and historical waterways

For Those Who Seek Rest in the balmy air of Old Point Comfort and Virginia Beach.

For the Business Man who prefers to t reak his journey by an

agreeable sea trip and For the Sportsman

in search of good hunting country. Steamers Sail 3 P. M. Every Weekday.

T. ekets and Stateroom Reservations at Pier 26, N. R. Telephone 1580 Franklin. OLD DOMINION LINE. Por Old Point Condont, Noriolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Ricamond, Virginia Reach, Washington, D. C., and entire South and West.

Freight and passenger steamers saft from Pier 26, N. R. foot Beach st. every week day, at 3 P. M. H. B. WALKER, Traffic Manager.

JAPAN-CHINA

Hawaii and Phi ippine Islands. OCCIDENTAL AND ORIENTAL S. S. CO. TOYOKISEF KAISHA.

Between Sau Francisco, Honolulu, Yokihama,
Kole, Nagasaki, Shanghai and Hong Kong.

Steamers leave San Francisco at 1 P. M.
Nipp in Maru. Dec. 19 | Copite. Jan. 3

Peking Dec. 27 | America Maru. Jan. 10

For freight, passage and general information
apply at 340 Broad vay or 1 Buttery Place, Washlimited Riffs and 287 Becadway, N. Y. City.

ATLANTIC CRASSPORT LINE. NEW YORK -LONDON.

MANITOL Dec. 18, 6 A. M.
MINNETONKA Dec. 20, 9 A. M.
MINNETONKA Dec. 27, 4 P. M.
MINNETONKA JAN. 3, 8 A. M.
MINNETONKA JAN. 10, 9 A. M.
MINNETON JAN. 10, 9 A. M.
MANITOL JAN. 17, 9 A. M.
ALL MODERN STEAMPRS, LUNURIOUSLY
FIFTED WITH EVERY CONVENIENCE, ALL
STATEROOMS AMIDSHIPS ON UPPER DECKS.
FIRST CABIN PASSENGERS CARRIED FROM
NEW YORK TO LONDON.
FOR RATES FOR ABULY TO 1 BROADWAY.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND
FALL RIVE. MINE, via Newport and Fall Rive.
Leave Pier 19. N. R., toot Warren St., week days only at 5.09 P. M. Steamers PRISCILLA and PRINTAN, Orchestra on each STONINGTON LINE, via Stonington, Lve. Pier 40, N. R. ft. Clarkson St., week days only at 6.00 P. M. Steamers Maint and NEW HAMPSHIRE.
NORWICH LINE, via New London, Lve. Pier 46, N. R., ft. Clarkson St. week days only at 530 P. M. Steamers Maint and RHODE ISLAND.
NEW HAVEN LINE, for New Haven Hartford, Springhed and the North, Leave Pier 25. E. R., foot Devk Stip, week days only, at 4.30 P. M. Steamer CHESTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier

55. East River, foot of Catharine St. CENTRAL HUDSON BOATS For NEWBURGH, POUGHNEEPSIE AND RON-DIT from Franklin St. week days at 4 P. M. For NIEWBERGH, CRANSTON'S, WEST POINT LID SPRING and CORNWALL, week days at P. M. Sundays from Franklin St. at 9:50 A. M. 129th St. at 10:00 A. M.

Pennsulvania RAILROAD

STATIONS on the Nest Inchestand Street and Presidoness and Cortlandt Streets.

139 The leaving time from Desbrosses and Co. clandt Streets is five minutes later than that given below for Iwenty-third Street Station, except where otherwise noted.

255 A. M. FAST MALL.—Limited to two Buffet Farler cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg. 8:55 A. M. FAST LINE -Pittsburg and Cleveland 9:55 A. M. PENNSYLVANIA LIMITED.—Pull-man Compartment Sleeping, Dining, Smoking, and Observation Cats For Chicago, Cleve-land, Taledo, Detroit, Cincinnati, Indianapolis,

Smoking Car.
155 P. M. ChiCAGO AND ST. LOUIS EXPRESS.
—For To-edo Nasaville (via Cincinnati and Louis-ville)—Indianapolis, Chicago, St. Louis. Dining

Car

Si35 P. M. ST LOUIS EXPRESS.—For Pittsburg,
Cincinnati, indianapois, Louisville, St. Louis,
Dining Car. For Welch, W. Va. (via Shenandoah Valley Route)

Si55 P. M. WENTERN EXPRESS.—For Chicago,
For Toledo, except Saturday, Dining Car.

Si55 P. M. PACUFIC EXPRESS.—For Pittsburg
and Chicago. For Knoxyille, daily, via Shenandoah Valley Route. Connects for Cieveland
except Saturday. except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cin-WASHINGTON AND THE SOUTH.

25, 825, 855 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20) (Dining Car), 10:35 (Dining Car), 10:35 (Dining Car), 10:35 (Dining Car), 2:10 (Desbrosses and Cortlandt streets, 2:20) (3:25 "Congressional Limite," all Parlor and Dining Car), 2:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 2:25 (Dining Car), 10:35 (Dining Car), 10:35 (Dining Car), 10:35 (Dining Car), 2:25 (Ongressional Limited," all Parlor and Diaing Care, 2:26 (Dining Car), 4:25 ATLANTIC COAST LINE .- Express, \$:55 a. m. and ATLANTIC COAST LINE.—Express, \$155 a.m. and 9.25 p.m. dafy.
SEABCARD AIR LINE RAILWAY.—Express, 12:55 p.m. dafy.
MARILARY LINE RAILWAY.—Express, 12:55 p.m. dafy.
MARILARY LINE RAILWAY.—From Memp. is and New Orleans, 3:25 p.m. dafly.
CHESAPLARE & OHIO RAILWAY.—7:55 a.m., week days, 12:55 and 155 p.m. dafly.
FOR OLD POINT COMFORT AND NORFOLK.—7:55 a.m. week days and \$25 p.m. dafly.
ATLANTIC CITY.—9:55 a.m. and 2:55 p.m. week days. Sundays, 7:55 a.m. Through Vestibuled Trains. Buffer Parlor Cars and Standard coaches on week days. Parlor Smoking Car, Parlor Cars.
Dining Car and Standard Coaches on Sundays.
CAPE MAY.—12:55 p.m. week days.
For points on New York and Long Branch Railroad Crom West Twenty third Street Station, 8:55 a.m. 12:10, 2:5, 4:55 p.m. (from Desbrosses and Cortlands streets, 9:90 a.m., 12:20, 3:49, 5:10 and 11:30 p. 15. week days. Sundays, 9:45 a.m., 5:10 p.m. FOR PHILADELPHIA.

6 to the brown print April Phila.

6 to the brown and Cortlandt Streets, 6 20, 7 25, 755, 8 26, 8 55, 9 25 (9.55, Penna, Limited), 10 10 (bestrosses and Cortlandt Streets, 10 20) (Dining Carl, 1055 (Dining Carl, 1155 a. m. 12 55 (Dining Carl, 1055) (Dining Carl, 1155 a. m. 12 55 (Dining Carl, 1355, 4 25, 4 25, 125) (Dining Carl, 4 155) (Dining Carl, 2 10) (Destrosses and Cortlandt Streets), 2 20, 2 55, 3 25 (Dining Carl, 3 55, 4 25, 4 25, 10 (Dining Carl, 4 155) (Dining Carl, 3 55, 10 (Dining Carl, 7 155) (Dining Carl, 7 155) (Dining Carl, 3 55, 10 (Dining Carl, 3 5, 10 (Dining TOR PHILADELPHIA.

General Manager. Gen'l Passenger Agent LEHICH VALLEY.
Foot of West 3ad A. Cortlandt and Desbruses Sta. B.
Sally Except Sunday Sunday changes: e12 28.
d12 15 e100 nb 45 s6 45 x5.45

| Buffalo Local | Lv \ Y ... A Lv \ Y ... Buffalo Local | Lv \ Y ... A CUNARD LINE via Queenstown.

Umbria. Dec. 13, 1 P.M. Etruria. Dec. 27, 1 P.M. Lucania. Dec. 20, 300 A.M. Sazonia. Jan. 3, 8 A.M. VERNON H. BROWN & CO., Gen. Agts. 29 B.way.

VERNON H. BROWN & CO., Gen. Agts. 29 B.way.

OLD DOMINION LINE NEWYORK

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS. Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and Westbound trains, except those leaving Grand Central Station at 3:15, 8:30, 11:30 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 125th st. to receive passengers, ten minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their at time at Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire Nate Eapress" and Nos. 36 and 66 will stop at 125th st. ten minutes before their time at Grand Central Station.

12.10 A. M.—MIDNIGHT EXPRESS.—Due Buffalo 4.15. Niagara Falis 5:17 P. M.

3.15 A. M.—EXPOSITION PLYER.—Due Buffalo 1:15. Cleveland 4:35. Indianapolis 1:45 P. M. Chicago 7:10, St. Louis 7:20 next morning.

7.54 A. M.—SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—YMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:5. Niagara Falis 5:45 P. M.

8.45 A. M.—YMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:5. Niagara Falis 5:45 P. M.

8.45 A. M.—YAST MAIL.—24 hours to Chicago. Due Buffalo 7:10. Niagara Falis 8:07.

10.30 A. M.—THAT EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

11.30 A. M.—THAT EXPRESS.—Due Rutfalo 1:15 A. M.

11.30 A. M.—THAT EXPRESS.—Due Rutfalo 1:15 A. M.

12.50 P. M.—BUFFALO LIMITED.—Due Buffalo 1:15 P. M.

12.50 P. M.—SOUTHWESTERN LIMITED.—Due Cheinant 10:20. Indianapolis 11:20

1.00 P. M.—SOUTHWESTERN LIMITED.—Due Cheinati 10:20. Indianapolis 11:20

2.0-hour train to Chicago Limitied —24 hours to Chicago via Lake Snore. Electric Lights and Yans.

3.30 P. M.—The 20th CENTURY LIMITED.—26-hour train to Chicago. All Pullman Cars. Due Albany 6:40. Troy 7:00 P. M.

3.35 P. M.—ALBANY AND TROY FLYER.—Due Albany 6:40. Troy 7:00 P. M.

3.55 P. M.—ALBANY AND TROY EXPRESS.—Local stops.

4.00 P. M.—VALBANY EXPRESS.—28 hours to Chicago via Lake Snore. Electric Lights and Yans.

8.00 P. M.—VALBANY EXPRESS.—29 hours to Chicago via Due Chevaland 7:25 A. M. Chicanati 1:30, Indianapolis 3:10. Chicago 4:30. St. Louis 9:45 P. M.—SUFFALO AND TORONTO SPECIAL.—Due Buffalo 7:25 A. M., M.

9.05 A. M.—SUFFALO AND MONTREAL EXPRESS.—Cape Vincent, Ogdensburg &c.

10.10 P. M.—NONTREAL EXPRESS.—28 hours to Chicago via both I. S. and M. C.

10.11 P. M.—SUFFALO AND MONTREAL EXPRESS.—Cape Vincent, Ogdensburg &c.

10.12 P. M.—SUFFALO AND TORONTO SPECIAL—Due Buffalo 7:25 A. M., M.

10.15 P. M.—SUFFALO E

NEW YORK CENTRAL ROUTE

BETWEEN NEW YORK, BOSTON AND NEW ENGLAND

Via Springheld and the
BOSTON AND ALBANY RAILROAD.
New York Central & Hudson River R. R. Lessee.)
Frains leave Grand Central Station, Fourth aveque and 42d street, New York, as follows:
'9.00 A. M., '11200 p. M., '1100 p. M.,
trive at Boston 3:30 p. M., 5:40 p. M., '10:00 p. M., 615 A. M.
Leave Boston 19:00 A. M., 112:00 noen, 44:00 P. M.,
11:00 P. M., arrive New York 8:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickels at New York Central ticket offices, 415
and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH.
George H. DANIELS,
General Superintendent.
General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin St. Statton, New York, as follows, and 15 min later foot West 42d st., N. R.:—
7:10-A. M.—For Interm. points to Albany.
11:20-A. M.—Gort Lim. for Detroit, Chi. & St. Louis.
11:20-A. M.—Gort Lim. for Detroit, Chi. & St. Louis.
12:25-P. M.—Cont. Lim. for Detroit, Chi. & St. Louis.
13:45-P. M.—For Roch., Buffalo, Cleve'd & Chicago.
13:45-P. M.—For Roch., Buffalo, Detroit & St. Louis.
10:15-P. M.—For Syra, Roch., Niag. Falis, Det. & Chi.
10:19-M.—For Syra, Roch., Niag. Palis, Det. & Chi.
10:19-M.—For Roch., Buffalo, Detroit & St. Louis.
10:19-M.—For Roch., Buffalo, Cleve'd & Chicago.
10:19-M.—For Roch., Buffalo, Cleve'd & Chicago.
10:19-M.—For Roch., Buffalo, Detroit & St. Louis.
10:19-M.—For Roch., Buffalo, Cleve'd & Chicago.
10:19-M.—For Roch., Buffalo, Ro

New York and Boston All Rail.

N. Y. N. H. & H. R. R. and connections.

From Grand Central Station.

Due,

18 way of

\$500 A.M., Hartford and Willimantic, 200 P.M.

902 A.M., Springheld and Worcester, 330 P.M.

1000 A.M., 'New London and Providence, 300 P.M.

1200 M., 'New London and Providence, 300 P.M.

1200 M., 'New London and Providence, 430 P.M.

1200 P.M., 'New London and Providence, 500 P.M.

1200 P.M., 'New London and Providence, 500 P.M.

1200 P.M., 'New London and Providence, 500 P.M.

1200 P.M., 'New London and Providence, 700 P.M.

1200 P.M., 'Springfield and Worcester, 1000 P.M.

1300 P.M., 'Springfield and Worcester, 1000 P.M.

1400 P.M., 'Springfield and Worcester, 1000 P.M.

1200 P.M., 'Springfield and Providence, 6:57 A.M.

1200 P

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier). EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7.15 Easton only), 0:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:30, 5:30 P. M.
WILKESBARRE AND SCHANTON—24:00, 0:10 A. M. 5:00 P. M. Sundays, 24:25 A. M., 1 P. M.
LAKEWOOD AND LAKEHURST, TOMS
RIVER AND BANNEGAT—24:00, 0:40 A. M., 120, 13:40, 4:10, Lakewood and Lakehurst only), 5:00 (75:30 Lakewood only) P. M. Sundays, 10:30
A. M.

5:00 (5:30 Lakewood only) P. M. Sundays, 10:00 A.M. ATLANTIC CITY—19:40 A. M., 13:40 P. M. VINELAND AND BRIDGETON—12:400 A. M., 11:30 P. M. VINELAND AND BRIDGETON—12:400 A. M., 11:30 P. M. LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINTS—24:300, 8:30, 11:30 A. M., 4:45, 5:30, 6:30 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M. PHILADELPHIA (READING TERMINAL)—2*4:25, 17:00, 18:00, 19:00, 11:00 A. M., 11:200, 13:00, 13:30, 16:00, 17:30, 19:00 P. M., 112:15 Mdt. READING TERMINAL (11:30, 11:30 A. M., 11:00, 13:40, 5:00, 7:00, 19:25 P. M., 11:15 Mdt. READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—1:00, 74:25, 18:00 [19:10:10:00, 11:00 A. M. Reading only, 1]:10:00, 24:30, 120, 12:00 P. M. Reading, Pottsville and harrisburg only, 14:00, 15:00 P. M.

ROYAL BLUE LINE.

TOR BALLIMORE AND WASHINGTON—

13.20, *10.30, *11.30 A. M., *1.00, *13.40, *5.00, *7.00

P. M., *12.15 Mdt.

ZFrom Liberty Street only, *Daily, 'Daily,
except Sunday, \$Sunday only, †Parlor cars only,

Liba Tamaqua, \$Sunday only, †Parlor cars only,

Liba Tamaqua, \$Sunday only, †Parlor cars only,

Concest Liberty St. Ferry, South Ferry, 6 Astor

House, 113, 261, 484, 1800, 1884 Broadway, 182 6th

Ave., 25 Union Square West, 183 Fast 125th, St.,

273 West 125th St., 243 Columbus Ave, New York,

4 Court St., 344, 800 Fulton St., Brooklyin 98 Broad
way, Williamsburg, New York Transfer Co, calls

for and checks baggage to destination.

W. G. BESLER,

General Manager,

Gener

BALTIMORE & OHIO RAILROAD

ROYAL BLUE TRAINS.

Washington, balto. '8-25 am. '8-30 am. Buffet. Washington, Balto. '10-21 am. '10-31 am. Diner. Washington, Balto. '11-25 am. '11-30 am. Diner. Washington, Balto. '12-55 pm. '13-30 pm. Diner. "Royal Limited". '3-35 pm. '3-30 pm. Diner. "Royal Limited". '3-35 pm. '3-30 pm. Diner. Washington, Balto. '4-55 pm. '5-50 pm. Diner. Washington, Balto. '6-55 pm. '7-00 pm. Buffet. Washington, Balto. '12-10 pgt. '12-15 ngt. Sleepers. 'Daily. 'Daily. except. Sunday. '5-unday. only. Offices: '113-261, 434, 13-30 Brondway. 6 Astor House. 25 Union Square. W. 391 Grand street. N. Y. '34 Fulton Street. Brooklyn: South Ferry and Liberty Strest. Baggage checked from hotel or residence to destination.

Lackawanna Railroad.

Leave New York, 1001 Parciay and Constopper sts.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo. Chicago and St. Louis,

14:00 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Seranton and Plymouth.

18:10 P. M.—For Buffalo and Chicago.

18:45 P. M.—For Utica, Oswego. Ithaca, Buffalo.

2:00 A. M.—For Chicago.—Sierpers open 9 P. M.

Tickets 41:13, 429, 1183 Broadway, N. Y.; 335

Foliton st. Brooklyn. 'Daily 'Except Sunday.